

# Appendix Y-A: Benchmarking Table

YOUNTVILLE PROGRAMS, POLICIES, AND PRACTICES BENCHMARKING ANALYSIS			
Plans, Policies, & Programs	Benchmark	Yountville Current Practice	Best Practice Examples
<b>Coordination with Health Agencies</b> Involving non-traditional partners such as public health agencies, pediatricians, etc., in the planning or design of pedestrian facilities may create opportunities to be more proactive with pedestrian safety, identify pedestrian safety challenges and education venues, and secure funding. Additionally, under-reporting of pedestrian-vehicle collisions could be a problem that may be partially mitigated by involving the medical community in pedestrian safety planning. <sup>1</sup>	Key Strength	<p>Live Healthy Napa County, a coalition of local community stakeholders for improving health in Napa County, recently completed the Napa County Community Health Improvement Plan (CHIP) in February 2014. The document proposes a plan to address health issues through new policies and health promotion strategies, including transportation policies that encourage walking and biking. Town staff is partnering with the county to coordinate goals in the CHIP related to the built environment with the town's Capital Improvement Program.</p> <p>Live Healthy Napa County completed the first ever Napa County Community Obesity Prevention Plan (Jan. 2015)<sup>2</sup>, which addresses the need to increase active transportation options countywide.</p>	<ul style="list-style-type: none"> <li>• Continue efforts to bolster the town's Capital Improvement Program to meet built environment goals in the CHIP by incorporating feedback from SpeakUp Yountville related to pedestrian infrastructure improvements.</li> <li>• Involve health agencies in the development review process, especially related to active transportation improvements.</li> <li>• Seek partnership opportunities between health agencies and Safe Routes to School to align with goals in the CHIP to expand the reach of education and promotion of walking.</li> </ul>
<b>Collision Reporting</b> Identifying and responding to collision patterns on a regular basis is an important reactive approach to pedestrian safety (which may be combined with proactive measures).	Key Strength	Yountville has a GIS program in place that is funded, and the Town generates quarterly collision reports which are reviewed with Council. According to town staff, this has proved sufficient for monitoring collisions.	

<sup>1</sup> Sciortino, S., Vassar, M., Radetsky, M. and M. Knudson, "San Francisco Pedestrian Injury Surveillance: Mapping, Underreporting, and Injury Severity in Police and Hospital Records," *Accident Analysis and Prevention*, Volume 37, Issue 6, November 2005, Pages 1102-1113

<sup>2</sup> [http://www.livehealthynapacounty.org/uploads/5/1/4/4/51449431/napa\\_county\\_community\\_obesity\\_prevention\\_plan\\_\(final\).pdf](http://www.livehealthynapacounty.org/uploads/5/1/4/4/51449431/napa_county_community_obesity_prevention_plan_(final).pdf)



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<b>Public Involvement</b> Responding to public concerns through public feedback mechanisms represents a more proactive and inclusive approach to pedestrian safety compared to a conventional approach of reacting to pedestrian collisions. Advisory committees serve as important sounding boards for new policies, programs, and practices. A citizens' pedestrian advisory committee is also a key component of proactive public involvement for identifying pedestrian safety issues and opportunities.	Key Strength	The Town of Yountville recently developed an online community engagement platform called SpeakUp Yountville, a forum for the public to post ideas and provide feedback as well as comment on specific items or legislation on the agenda for upcoming public meetings.	<ul style="list-style-type: none"> <li>Add a page to SpeakUp Yountville dedicated to receiving public input regarding transportation issues and a subsection for pedestrian topics. This category or subcategory may allow residents to file comments or complaints for traffic control devices or dangerous conditions.</li> </ul>
<b>Design and Development Standards</b> Design policies and development standards can improve the pedestrian walking experience, encourage walking, enhance economic vitality, and offer funding opportunities for pedestrian improvements.	Key Strength	<p>Public Works standards include sidewalks on both sides of commercial and residential streets (excluding the Historic Old Town Neighborhood).</p> <p>The Yountville Bike Plan provides design guidelines for the path along Hopper Creek and the municipal code includes policies to provide new segments of the path. Additional policies in the municipal code intended to preserve the walkable aspect of town include requiring active uses along Washington Street core business area, enhancing pedestrian activity and interest as well as locating parking behind commercial buildings to preserve the street frontage.</p> <p>Pedestrian-oriented design standards are provided in the municipal code for the Old Town Commercial District and include guidance for building façades and setbacks, pedestrian amenities like street furniture and public art, pedestrian-scaled signage, and pedestrian pathways. These design standards also play an important role in the Primary Commercial and Residential Scaled Commercial zoning districts.</p>	<ul style="list-style-type: none"> <li>Incorporate elements of the Best Practices Toolkit presented in Appendix D of the Countywide Plan as part of the development review process and to existing facilities when possible.</li> </ul>

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<b>Historical Preservation</b> Historic walking routes, such as the famous Freedom Trail in Boston, encourage walking and enhance economic vitality.	Key Strength	<p>The Town of Yountville has several properties identified in the California Register, a master list of State historical resources. There are also several properties listed on the National Register of Historic Places. The Old Town Commercial District was created to maintain the historic character of Yountville and encourage pedestrian-oriented design. Wayfinding signs are posted in the area, which direct pedestrians to key destinations.</p> <p>The Yountville Chamber of Commerce provides Historical Walking Tour &amp; Pathway Maps to the public. In addition, the Historic Walking Tour and Public Art Tour are posted online and on the town's app.</p>	
<b>ADA Improvements</b> Compliance with the Americans with Disability Act (ADA) guidelines is important not only to enhance community accessibility, but also to improve walking conditions for all pedestrians.  An ADA Transition Plan sets forth the process for bringing public facilities into compliance with ADA regulations.	Key Strength	<p>Town Standards require pedestrian clearances behind driveways and curb ramps and include ADA-compliant slopes and detectable warning surfaces. The town does not have a standard for directional curb ramps, although a few have been installed around town.</p> <p>New developments and those applying for a change in use must comply with ADA requirements. The town makes ADA improvements every year to existing facilities using the ADA Transition Plan as a guide.</p> <p>The Town recently updated their ADA Transition Plan in August 2015.</p>	<ul style="list-style-type: none"> <li>Develop and maintain a GIS database of ADA-compliant facilities to track the progress of the ADA Transition Plan.</li> <li>Consider adopting a Town Standard for directional curb ramps.</li> <li>Review and revise standard drawings to align with current PROWAG recommendations.</li> </ul>



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<p><b>General Plan</b></p> <p>Planning principles contained in a General Plan can provide an important policy context for developing pedestrian-oriented, walkable areas. Transit-oriented development, higher densities, and mixed uses are important planning tools for pedestrian-oriented areas. A General Plan is also a key opportunity to establish the framework for pedestrian orientation. The Circulation Element of the Plan typically assigns roadway typologies, which can include a layered network approach with prioritized corridors for transit, pedestrian, bicycle, and auto travel.</p>	Key Strength	<p>Average densities in Yountville are around 5-8 dwelling units/acre. The town is primarily residential, and commercial uses are concentrated on Washington Street, Yountville's main pedestrian corridor. Pedestrian-oriented policies that apply to Washington Street include minimizing the number of driveways, building street-oriented commercial uses, and allowing vertical and horizontal mixing of housing and commercial uses.</p> <p>The Old Town Commercial district also allows the mixing of residential and commercial uses and focuses on creating an attractive environment for pedestrians by embodying the historic character of early development in Yountville.</p> <p>Practices for commercial development include locating parking behind buildings and allowing shared parking and access for adjoining properties where feasible.</p> <p>Policies in the General Plan address combining pedestrian routes along Hopper Creek and creating pedestrian links to open space as well as to link residential areas to parks, schools, and the commercial core.</p>	
<p><b>Street Tree Ordinance</b></p> <p>Street trees enhance the pedestrian environment by providing shade and a buffer from vehicles. Street trees may also enhance property values, especially in residential neighborhoods. However, street trees, when improperly selected, planted, or maintained, may cause damage to adjacent public infrastructure and/or utilities.</p>	Key Strength	<p>The Town of Yountville has a Master Tree List that designates tree species that may be planted in or overhanging public streets. The municipal code also includes a list of prohibited street trees to avoid sidewalk damage and other potential liability and includes maintenance requirements.</p>	<ul style="list-style-type: none"> <li>• Work across Town departments to provide ongoing funding for maintenance and upkeep of street trees, both to provide shade and maintain the integrity of the sidewalk with compacted tree roots</li> <li>• Consider sidewalk widths and accessibility when developing projects with green infrastructure elements</li> </ul>

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<b>Complete Streets Policy</b> Routine Accommodations or Complete Streets Policies accommodate all modes of travel and travelers of all ages and abilities.	Enhancement	<p>The Town of Yountville has a Complete Streets policy that is based on a model provided by the Metropolitan Transportation Commission (MTC) that applies to the development review process. The town recently incorporated Complete Streets Policies and concepts into their 2015 General Plan Circulation Element Update.</p> <p>The town collects Traffic Facility Impact Fees from developers to finance capital projects related to circulation improvements, which can include pedestrian improvements.</p>	<ul style="list-style-type: none"> <li>Consider opportunities for Complete Streets, specifically pedestrian pathways and/or sidewalks, during restriping, repaving, and utility installation projects.</li> <li>Develop a checklist for project review to ensure routine application of the Complete Streets policy.</li> <li>Consider maintaining a GIS database of data collected for the policy evaluation, to include pedestrian volumes collected in this Plan.</li> </ul>
<b>Speed Limits and Speed Surveys</b> Pedestrian fatality rates increase exponentially with vehicle speed. Thus, reducing vehicle speeds in pedestrian zones may be one of the most important strategies for enhancing pedestrian safety.	Enhancement	<p>The de facto speed on the majority of roadways in the Town of Yountville is 25 mph, and speeds are reviewed on an as-needed basis. A review of conditions and consideration of traffic calming is recommended in the 2015 Circulation Element of the General Plan, specifically between downtown Yountville and the Veterans Home.</p>	<ul style="list-style-type: none"> <li>Utilize the results of speed surveys to inform the implementation of traffic calming goals in the General Plan Circulation Element by focusing on pedestrian zones where surveys suggest speeds are too high.</li> <li>Consider implementing reduced speed zones of 15 mph in the school zone.</li> </ul>
<b>Transportation Demand Management</b> Transportation Demand Management (TDM) programs encourage multi-modal travel by incentivizing non-auto options. As new development occurs, TDM programs can be expanded, formalized, and strengthened.	Enhancement	<p>Employers of 50 or more full-time workers in the Bay Area are required to provide commuter benefits to their employees through the Bay Area Commuter Benefits Program, to comply with California SB 1339. The Program includes benefit options like transit passes, employer-provided shuttles, and vanpool subsidies.</p> <p>Due to its small size and pedestrian friendly downtown, Yountville accommodates “car-free” tourism – getting around within the town is easily done primarily on foot.</p>	<ul style="list-style-type: none"> <li>Implement education strategies that collaborate with local hotels to support the “Car Free” tourism program of the Napa Valley Destination Council, to provide wayfinding and shuttle information to visitors so they can plan a trip without relying solely on a car.</li> </ul>



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<p><b>Pedestrian Safety Education Program</b></p> <p>Education is a critical element for a complete and balanced approach to improving pedestrian safety. Education campaigns may target pedestrians of all ages.</p>	Enhancement	<p>In accordance with policies in the Napa Bike Plan and the General Plan, NVTa is planning to pursue grant funding through the California Office of Traffic Safety (OTS) for a media safety campaign for motorists. The campaign will use Pittsburgh's Drive With Care campaign for inspiration, which characterizes bicyclists and pedestrians as our firefighters, doctors, and neighbors and uses the slogan "someone you care about rides a bike". OTS grant applications for the 2018 funding cycle will be available after December 2016.</p>	<ul style="list-style-type: none"> <li>Coordinate with NVTa on pursuing a media safety campaign, and consider the following methods to distribute the campaign in Yountville: <ul style="list-style-type: none"> <li>Include advertisements on buses and bus shelters, through SRTS and in-school curriculum, public service announcements, and/or brochures distributed by law enforcement, among many other strategies</li> </ul> </li> <li>Pedestrian safety brochures could be distributed to the public independent of the media campaign to promote walking to community events.</li> </ul>
<p><b>Safe Routes to Schools</b></p> <p>Safe-Routes-to-School (SRTS) programs encourage children to safely walk or bicycle to school. The programs are important both for increasing physical activity (and reducing childhood obesity) and for reducing morning traffic associated with school drop-off.</p> <p>Funding for educational programs and/or infrastructure projects is available at the state and federal levels.</p>	Enhancement	<p>The Napa County Office of Education (NCOE) currently has a three year grant to administer a Safe Routes to School (SRTS) Program across the county through 2016. Program leaders have a goal of reaching every interested school by the end of the grant term, and have reached out to Principals at Yountville Elementary School for participation in 2015.</p> <p>The program includes events such as Walk and Roll to School Day, Bike Rodeos, and Safe Walking education presentations for students in grades K-3. Brochures are handed out during this program as well as at community events and PTA/parent meetings. Parent presentations include a review of pedestrian laws and ordinances.</p> <p>Although materials for these programs are available each year for schools across the county, reaching schools on a weekly or yearly basis has not been possible due to understaffing and scarcity of volunteers.</p>	<ul style="list-style-type: none"> <li>Pursue SRTS grant funding for pedestrian infrastructure projects.</li> <li>Seek partners to form school-specific committees of community agencies, parents, advocates, town staff, community health representatives, and other stakeholders to administer SRTS programs at each school. Hold regular meetings to maintain stakeholder involvement.</li> <li>Determine feasibility of rolling out Walking School Bus program for Yountville Elementary School.</li> <li>Coordinate with NVTa to seek additional funding for SRTS.</li> </ul>

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<p><b>Economic Vitality</b></p> <p>Improving pedestrian safety and walkability can enhance economic vitality. Similarly, enhancing economic vitality through innovative funding options such as Business Improvement Districts (BIDs), parking management, and facade improvement programs can lead to more active pedestrian areas and encourage walking.</p>	Enhancement	<p>According to the town's General Plan, recent economic studies show a continued demand for tourism and recommend that this be accommodated by concentrating retail uses around the existing business core on Washington Street. A retail overlay designation in the area establishes criteria for proposed uses to create pedestrian activity and interest. Design standards for buildings along Washington Street within the Old Town Commercial District include pedestrian-scaled signage, minimal driveways and criteria for attractive, pedestrian oriented building facades and design.</p> <p>The Town of Yountville's Tourism Improvement District, comprised of local hoteliers and other tourism-related business owners, often provides funds for infrastructure improvements.</p>	<ul style="list-style-type: none"> <li>Consider establishing a directive for the Tourism Improvement District to fund streetscape and pedestrian improvements.</li> <li>Consider way-finding strategies downtown to reinforce a "park-once" environment while managing parking spillover into residential areas.</li> </ul>



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<p><b>Inventory of Pedestrian Facilities</b></p> <p>A GIS-based sidewalk inventory enables project identification and prioritization, as well as project coordination with new development, roadway resurfacing, etc.</p>	Enhancement	<p>Yountville maintains an inventory of sidewalks, curb ramps, crosswalks, paths, and street signs in GIS. An assessment system for the street signs is in development to ensure the Town is meeting the California MUTCD standards.</p> <p>While Yountville does not have an inventory of potential areas for improvement, the Town's Circulation Element does identify opportunity areas.</p> <p>Sidewalk improvements are included in the town's Capital Improvement Program and the town has an annual funding level of approximately \$160,000 to replace sidewalks and fill gaps. Property owners are responsible for sidewalk maintenance by ordinance. The Home Owners Associations help pay for residential sidewalk repairs and the town offers partnership reimbursement on a case by case basis, including replacement of asphalt sidewalks with concrete where appropriate.</p> <p>The Town App gives the public the opportunity to report needed sidewalk repairs through a "see it, click it, fix it" system. The town contractor flags all repairs with GIS data points so town staff can track when and where the most recent work was done and where work still needs to be performed.</p>	<ul style="list-style-type: none"> <li>Consider expanding the town's GIS-based facility inventory to include informal pathways and potential pedestrian opportunity areas in the town.</li> </ul>



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<p><b>Identifying Crossing Barriers</b></p> <p>Crossing barriers such as railroads, freeways, and major arterials may discourage or even prevent pedestrian access. Additionally, crossing barriers are often associated with vehicle-pedestrian collisions. Identifying barriers and developing alternative methods of crossing or improving designated crossings, as well as preventing new barriers, is essential for improving walkability and pedestrian safety.</p>	Enhancement	<p>Yountville does not have any wide arterials, and many main roadways in town have several pedestrian crossings. On roadways that transition from the unincorporated area into town, however, vehicles maintain higher speeds, making it difficult for pedestrians to cross and walk along these streets.</p> <p>Hopper Creek runs east-west and north-south through town and several pedestrian bridges cross the creek to connect neighborhoods to multi-use paths.</p> <p>Most roadways that cross the creek have pedestrian facilities including pedestrian bridges separated from the roadway, although a couple locations do not accommodate pedestrians.</p> <p>The Wine Train Tracks and Highway 29 also border the town and crossings of both are used by seniors from the Veterans Home along California Drive. These crossings lack enhancements like lighting and ADA-compliant features and are often only provided on one side of the street.</p>	<ul style="list-style-type: none"> <li>Create an inventory of existing pedestrian barriers along with appropriate remedies or projects for those that are not addressed in this Plan.</li> </ul>
<p><b>Pedestrian-Oriented Traffic Warrants / Traffic Control Devices</b></p> <p>Providing all-ways stop or control at an intersection may improve pedestrian safety by reducing speeds and controlling pedestrian-vehicle conflicts. The MUTCD defines warrants for installing stop signs.</p>	Enhancement	<p>The Yountville Municipal Code allows for traffic control devices, including stop signs, to be installed based on engineering judgment by the Town Engineer.</p>	<ul style="list-style-type: none"> <li>Consider using town-specific, pedestrian-friendly stop sign warrants for locations where pedestrian safety is a concern. Best practices for stop-sign warrant application include: <ul style="list-style-type: none"> <li>Reducing traffic volume thresholds based on latent demand</li> <li>Providing consideration for school children, pedestrians and traffic speeds</li> </ul> </li> <li>Expand the GIS-based inventory to include pedestrian-related markings and signs.</li> </ul>



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<p><b>Crosswalk Design Guidelines</b></p> <p>A formal policy for crosswalk installation, removal, and enhancement provides transparency in decision-making and creates a consistent application of treatments town-wide.</p>	Enhancement	The Yountville municipal code includes a crosswalk policy that allows the Town Engineer the authority to establish marked crosswalks at intersections and at mid-block locations on blocks of 400 feet or greater. Several mid-block crosswalks exist along Washington Street and the elementary school frontage. Decisions regarding crosswalk installation and enhancements are made based on engineering judgment.	<ul style="list-style-type: none"> <li>Consider adopting a crosswalk policy as part of this plan that reflects recent research, as summarized in the Crosswalk Guidelines of the Countywide Pedestrian Plan (Appendix D), to include criteria for appropriate locations to install crosswalk enhancements such as bulb outs, advanced yield markings, or in-roadway pedestrian signs.</li> <li>Include criteria in the crosswalk policy for identifying, installing, and enhancing crossings where strong desire lines exist.</li> <li>Using the proposed crosswalk policy, conduct audits of the adequacy of current crosswalks.</li> </ul>
<p><b>Traffic Calming Programs</b></p> <p>Traffic Calming Programs and policies set forth a systematic and consistent approach for addressing neighborhood requests and approvals, as well as standard treatments and criteria.</p>	Enhancement	A Draft Implementation Plan was developed in 2005 to develop priorities for potential traffic calming enhancements in town. The town has constructed several bulb-outs in town and installed a radar speed sign with rumble strips along Yountville Cross Road. Efforts to decrease speeds by increasing enforcement have been successful along roads such as Yountville Cross Road.	<ul style="list-style-type: none"> <li>Refresh and adopt the Traffic Calming Implementation Plan to reflect current needs.</li> <li>Consider adopting a Traffic Calming program for pedestrian concerns that arise from residents in Yountville.</li> <li>Coordinate with the unincorporated county to evaluate traffic calming measures along Fennell Road and additional measures along Yountville Cross Road.</li> </ul>

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<p><b>Institutional Coordination</b></p> <p>Institutional issues for pedestrian planning/design may refer to a dopted or informal impediments. This may be policies, practices, funding issues or even stakeholders that make it challenging to improve walking in Yountville.</p> <p>Institutional coordination associated with multiple agencies is necessary because of non-local control of right-of-way and differing policies regarding pedestrian accommodation.</p>	Enhancement	<p>Yountville has identified some of the barriers to improving pedestrian infrastructure including public and political will, the desire to preserve the rural and historic character of the town, as well as lack of jurisdictional control in some areas such as the Veterans Home, the mobile home parks, and the surrounding unincorporated area.</p> <p>Successful institutional cooperation efforts include the recent Council approval of a sidewalk on Yount Street from Adams Road to Yountville Cross Road.</p>	<ul style="list-style-type: none"> <li>Proactively seek opportunities to collaborate with the Veterans Home and Caltrans to improve pedestrian safety along and across California Drive.</li> <li>Proactively seek opportunities to collaborate with the unincorporated county engineers to improve pedestrian safety along Yountville Cross Road and Finnell Road.</li> <li>Seek opportunities to connect existing pedestrian pathways between neighborhoods and to the town's commercial core.</li> </ul>
<p><b>Sidewalk or Street Furnishings Ordinance</b></p> <p>Street furniture encourages walking by accommodating pedestrians with benches to rest along the route; trash receptacles to maintain a clean environment; street trees for shade, etc. Uniform street furniture requirements also enhance the design of the pedestrian realm and may improve economic vitality.</p>	Enhancement	<p>Street furniture is encouraged in the Old Town Commercial District on private property as part of the pedestrian-oriented design standards for the area.</p>	<ul style="list-style-type: none"> <li>Consider adopting a Street Furnishings Ordinance for downtown Yountville to help organize the sidewalk environment and maintain clear, comfortable, and accessible sidewalk space.</li> <li>Ordinance should include consideration of the public right-of-way as well as private business' encroachment on the public right-of-way, such as restaurants with benches or café seating, as well as Yountville's installation of bicycle parking or utility boxes.</li> </ul>
<p><b>Newspaper Rack Ordinance</b></p> <p>Newspaper racks may obstruct walkways and reduce accessibility and pedestrian visibility when ordinances are not in place. A Newspaper Rack Ordinance improves the pedestrian realm by reducing clutter and organizing sidewalk zones and may detail size, location, and maintenance requirements.</p>	Opportunity	<p>The Town of Yountville does not have a newspaper rack ordinance.</p>	<ul style="list-style-type: none"> <li>Consider adopting a Newspaper Rack Ordinance that specifies the number and location of allowable newspaper racks and ensures the maintenance of a clear pedestrian sidewalk area.</li> </ul>



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<b>Open Space Requirements</b> Residents typically rate open space as among a jurisdiction's key assets and needs. Open space may encourage walking, especially for recreational trips.	Opportunity	The Yountville municipal code includes provisions for the maintenance responsibility of open space and the inclusion of open space with residential uses. Open space is also required for uses in the commercial district to provide public space such as courtyards to visitors and shoppers.	<ul style="list-style-type: none"> <li>Consider requiring provisions for pedestrian safety and accessibility as part of preserving open space such as the Yountville Hills and surrounding area along Yount Mill Road.</li> </ul>
<b>Pedestrian Volumes</b> Pedestrian volume data is important for prioritizing projects, developing collision rates, and determining appropriate pedestrian infrastructure.	Opportunity	Yountville does not routinely collect pedestrian volumes, and they are not typically collected for traffic studies.	<ul style="list-style-type: none"> <li>Use collected volumes in this Plan to monitor volume levels.</li> <li>Routinely collect and geocode pedestrian and bicycle volumes by requiring them to be conducted in conjunction with all traffic studies and manual intersection turning movement counts.</li> </ul>
<b>Law Enforcement</b> Enforcement of pedestrian right-of-way laws and speed limits is an important complement to engineering treatments and education programs.	Opportunity	The Town of Yountville contracts with the Napa County Sheriff's Office to provide services for the town. Enforcement efforts related to active transportation are primarily bicycle-oriented.  To date, law enforcement has not tracked pedestrian-involved collision trends to relate them to enforcement efforts.	<ul style="list-style-type: none"> <li>Identify training opportunities for officers in Yountville on pedestrian safety enforcement principles and education outreach efforts.</li> <li>Consider designating traffic safety officers who conduct pedestrian related enforcement activities, such as monitoring school circulation activity.</li> <li>Implement sustained pedestrian safety enforcement efforts and involve the media. Coordinate with NVTa on the media safety campaign they are pursuing as an educational opportunity to distribute pedestrian safety pamphlets in-lieu of, or in addition to, citations.</li> <li>Consider tracking pedestrian-involved collisions aligned with enforcement efforts to analyze trends.</li> </ul>

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<p><b>Walking Audit Program</b></p> <p>Walking audits provide an interactive opportunity to receive feedback from key stakeholders about the study area as well as discuss potential solutions and their feasibility.</p>	Opportunity	<p>Yountville has not conducted comprehensive pedestrian walking audits before this Plan although annual sidewalk audits are completed as part of the town's sidewalk inspection program to evaluate the need for maintenance or expansion. Tripping hazards are documented within the town's GIS database on an annual basis.</p> <p>Town staff walks the roadways daily and notes potential hazards or opportunities for improvement.</p>	<ul style="list-style-type: none"> <li>Expand the town's sidewalk inspection program to include walking audits that document existing staff recommendations and evaluate the need for additional features at mid-block crossing locations, existing desire lines, and desired traffic calming, similar to the initial round of walking audits completed with this plan.</li> </ul>
<p><b>Coordination with Emergency Response and Transit Providers</b></p> <p>Emergency response vehicles require special roadway design considerations that sometimes conflict with bicycle and pedestrian treatments. For example, while pedestrians benefit from reduced speeds of smaller curb radii, larger vehicles such as fire trucks and buses have more difficulty performing the turn within the smaller space. These conflicts require consensus building between the town and the respective departments.</p>	Opportunity	<p>Emergency response officials and transit operators in Yountville are not regularly involved in project review.</p> <p>Although the Yountville Shuttle and on-demand Yountville Trolley operators are not involved in the planning or design of pedestrian facilities, sidewalks do connect to all existing transit stops in the town vicinity.</p>	<ul style="list-style-type: none"> <li>Consider pilot testing programs for transit and emergency response and a more active involvement in project review for small projects and not just development projects.</li> <li>In accordance with the Napa Bike Plan, explore ways to implement a Safe Routes to Transit Program that prioritizes pedestrian access to Yountville Shuttle stops to include crosswalk installation.</li> </ul>



# Appendix Y-B: Existing Pedestrian Policies

The Town of Yountville has adopted policies as part of its General Plan in support of walking. Most such policies appear in the Circulation Element of the General Plan. These policies typically express support for making walking safer, more convenient and more pleasant. Additionally, the Yountville Accessibility Survey and Transition Plan presents a list of current and proposed curb conditions along public walkways.

## Yountville General Plan Circulation Element 2015

- Objective C1A: Maintain Safe and Efficient Operating Conditions on the Townwide Circulation Network
  - Policy C 1.2 Ensure that the Town’s circulation network is a well-connected system of streets, roads, highways, sidewalks, and bicycle/pedestrian paths that effectively accommodates vehicular and non-vehicular traffic in a manner that considers the context of surrounding land uses and the needs of all roadway users.
  - Policy C 1.4 When analyzing impacts to the circulation network created by new development or roadway improvements, consider the needs of all users including those with disabilities, ensuring that pedestrians, bicyclists, and transit riders are considered at an equal level to the needs of automobile drivers.
  - Policy C 1.6 Maintain safe travel conditions for all modes of travel.
    - Action C2: Modify the intersection of Yount Street/Humboldt Street which should either be controlled with an all-way stop or free flow both northbound and southbound. Pedestrian safety should be considered in the evaluation to determine the ultimate controls.
    - Action C3: Consider designing and installing road treatments on Yountville Cross Road, such as narrowing and/or speed tables to bring speeds to a lower and more desirable range at this gateway location.
- Objective C1B: Consider Complete Street improvements including enhancements for pedestrians and bicycles on all future road projects.
  - Policy C 1.7 Consider all transportation improvements as opportunities to improve safety, access, and mobility for all roadway users.
    - Action C5: Ensure that future development provides roadway improvements consistent with the recommendations for Bicycle and Pedestrian facility improvements included in related policies and actions.
    - Action C 10: Coordinate with the NVTa to provide a coordinated effort to improving the transportation network and reducing automobile use.



- Action C 12: In an effort to further the practice of modifying streets to serve all modes of transportation in a “Complete Streets” manner, the Town should consider modifications at the following locations:
  - ◆ Washington Street Corridor – See policy to complete a Sidewalk Master Plan.
  - ◆ Yount Street from Washington Street to Hopper Creek – Consider the installation of signing and striping, sharrows, lane narrowing or other complete street features.
- Policy C 1.8 Retain the viewpoint of pedestrians and bicyclists as the primary perspective when identifying any traffic improvements
- Policy C 1.9 Any intersections to be modified should be designed to provide adequate and safe access for all users including pedestrians, bicyclists, and motorists of all ages and abilities as well as ADA considerations.
- Objective C1B: Preserve the quiet, rural character of residential streets.
  - Policy C 1.10 Ensure that the Town's circulation network maintains a rural ambiance and character particular to the Town of Yountville. Any Traffic measures will be non-intrusive and will not use electrical devices unless it is needed for safety reasons or no other solution is possible.
  - Policy C 1.11 Maintain the Old Town Historic residential neighborhood with minimal traffic improvements and no sidewalks.
  - Policy C 1.12 Use landscaping and urban design elements to slow traffic and discourage traffic flow away from residential neighborhoods.
  - Policy C 1.13 Design all street improvements to preserve and enhance the rural character of Yountville.
- Objective C1C: Locate new streets to enhance circulation and connect to existing street network.
  - Policy C 1.14: Provide new streets and connections in new developments or subdivisions as indicated on the Circulation Network (Figure 1).

*Goal C2 Maintain and Expand a Safe and Efficient Pedestrian, Bicycle, and Transit Network That Connects Neighborhoods With Key Destinations to Encourage Travel by Non-Automobile Modes While Also Improving Public Health.*

- Objective C2A: Maintain and Develop a Network of Sidewalks and Pathways to Provide for Safe and Convenient Pedestrian Travel.
  - Policy C 2.1 Establish and maintain a system of pedestrian facilities and crossing enhancements that are consistent with the Town's Bicycle Master Plan.
  - Policy C 2.2 Strive to maintain continuous pedestrian facilities along Washington Street.
    - Action C 13: The Town should consider preparing a Sidewalk Master Plan for the Washington Street corridor from Yountville Community Park, north of Madison Street, to Veteran's Memorial Park, south of California Drive. The Master Plan should weigh the competing interests of

providing wider sidewalks on both sides of Washington Street while maintaining and enhancing opportunities for landscaping and retaining Yountville's rural charm. Consider potential wider sidewalk plazas in the downtown core near key intersections.

- Policy C 2.3 Require development projects to construct sidewalks and walkways on and off-site in order to maintain consistency with the Town's Bicycle Master Plan, and as dictated by the location of transit stops and common pedestrian destinations.
- Policy C 2.4 When it can be shown that construction of a sidewalk would be at odds with an existing neighborhood's aesthetic and the historic nature of the area, alternatives such as an off-street path or wider paved shoulders may be considered.
- Policy C 2.6 With the exception of Old Town district, gaps in sidewalks and walkways should be identified and a plan to fill these gaps completed.
  - Action C 14: Consider the appropriateness of providing either raised curb or asphalt walkways on the following sections:
    - ◆ Yountville Cross Road (South side)
    - ◆ Finnell Road (South side)
    - ◆ Washington Street ( East Side, South of California)
    - ◆ Washington Street (East Side, South of Madison)
  - Action C 15: In order to more fully separate pedestrian and parking activity, a new ADA compliant street cross-section should be investigated and implemented in the Washington Park Subdivision. Options to be considered include installing selected concrete sidewalks, separating the parking from the pedestrian walkways, narrowing the travelway, restricting parking in selected areas, etc. Pedestrian improvements should connect the neighborhood with adjoining paths and parks. Plan alternatives should be presented to the neighborhood for their input. Based on the residents input a preferred plan should be developed and implemented.
- Policy C 2.7 Create an accessible circulation network that is consistent with guidelines established by the Americans with Disabilities Act (ADA), allowing mobility-impaired users such as the disabled and elderly to safely and effectively travel within the Town.
- Policy C 2.8 Work with Napa County and NVTa to create active transportation links to the surrounding public open space.
- Policy C 2.9 Enhance the safety of any pedestrian crossings in the Town.
  - Action C16: Review and evaluate existing policy and determine whether additional measures, such as 1) raised crosswalks, 2) lighted crosswalks, 3) enhanced signage or other measures are appropriate at these locations:
    - ◆ Washington Street at Champagne Drive
    - ◆ West leg of Mulberry Street at Heather Street
    - ◆ West leg of Madison Street at Jefferson Street





- ◆ California Drive at SR 29 Northbound on-ramp
  - ◆ California Drive at Domaine Chandon Driveway
- Action C17: Review and evaluate existing policy and evaluate these locations to determine if additional physical modifications such as a raised crosswalk, bulbouts, medians, etc., are appropriate as well as warning enhancements such as 1) lighted crosswalks, 2) enhanced signage or other measures.
  - ◆ Yount Street north of Webber Avenue
  - ◆ Finnell Road 250' east of Yount Street
  - ◆ Finnell Road about 580' west of Yount Street
- Action C18: Review the pedestrian route between the Veterans Home and downtown Yountville to determine if any enhancements such as sidewalks/walkways, higher visibility crosswalks, pedestrian warning signs at crosswalks and traffic calming elements are needed to increase the safety for pedestrians.
- Objective C2B: Provide a Townwide Network of Bicycle Routes, Multi-Use Paths, and Facilities to Accommodate Travel by Bicycle
  - Policy C 2.13 Provide pedestrian and bike connections which link residential areas with local-serving businesses and recreational facilities, including; parks, schools, the Post Office, Town Hall, Community Hall and the commercial core.
  - Policy C 2.15 Encourage pedestrian/bike connections where none currently exist including alleys.
    - Action C 21: Install complete street features such as signing and striping on Yount Street between the terminus of the bike lanes and Washington Street.
    - Action C 22: Complete the Hopper Creek path system in the areas with gaps and, where possible, explore the potential for widening the path to improve multi-modal opportunities.
- Objective C2D: Prioritize Circulation Improvements that Strengthen Pedestrian and Bicycle Safety for Students Traveling to and from Schools
  - Policy C 2.21 Prioritize bicycle and pedestrian safety for students travelling to and from school.
  - Policy C 2.22 Continue to work with the Yountville Police Department
  - Policy C 2.23 Develop a Safe Routes to School Program and strive to improve infrastructure for parents and students choosing to walk and bike to school by promoting school faculty and parent participation, applying for Safe Routes to School grants, identifying the issues associated with unsafe bicycle and pedestrian facilities between neighborhoods and schools, and executing plans to improve those facilities.
- Objective C3C: Screen off-street parking from public view.
  - Policy C 3.9 Require new parking lots to be set back from the street, screened with buildings, walls and/or landscape elements as set forth in the Design Ordinance, Chapter 1.

- Policy C 3.10 Accommodate parking behind buildings, where feasible.
- Policy C 3.11 Plant trees in parking lots, which provide shade and diminish the visual impact of the lot, but do not obstruct view corridors as established in Chapter I of the Design Ordinance.
- Policy C 3.12 Minimize the size of and impact of parking lots. For example, two separate well-landscaped parking lots connected by a driveway are preferable to one larger parking lot. (18)

## Yountville Self-Evaluation and Transition Plan (2015)

Page 69 of the Transition Plan includes a list of roadways in the pedestrian right-of-way that are in need of improvement and were prioritized for survey as well as additional factors that were considered in the prioritization process and a proposed schedule for improvements. Appendix D has the detailed survey reports, which include an inventory of proposed barrier removals in the public right-of-way, including curb ramp and sidewalk upgrades, as of November 2013.

## Yountville Bicycle Plan

In addition to the Policies listed in the County Bicycle Plan, the Yountville Bicycle Plan includes the following Town-specific policies:

- Y-1.a Create a bicycle and pedestrian friendly and convenient community. This includes the development of bicycle and pedestrian paths. (page 14)
- Y-1.b Provide for safe and efficient pedestrian and bicycle routes to local schools. (page 14)
- Y-1.c Create regional access – Connect to other Napa and Sonoma County destinations, including access to Regional transit. Complete the San Francisco Bay Trail through Yountville as close to wetlands and Napa River as possible. (page 14)
- Y-1.d Communicate and coordinate with the NVTa Bicycle Advisory Committee, NVTa, Napa Valley Vine Trail Coalition, Napa County Bicycle Coalition, Napa County Regional Park and Open Space District and other related agencies and organizations to work collaboratively on projects that enhance connectivity for commuter and recreational bicyclists and pedestrians. (page 14)
- Y-8.a Develop connections wherever possible between pedestrian/bicycle circulation corridors and parks and open space opportunities. (page 19)
- Y-8.b Ensure that all new development provides bicycle and pedestrian connectivity through the use of sidewalks, Class I multi-use paths and Class II bike lanes. (page 19)



# Appendix Y-C: Detailed Project List and Prioritization

YOUNTVILLE PEDESTRIAN IMPROVEMENT LIST				
ID	Roadway	Limits or Intersection	Potential Pedestrian Enhancements	Infrastructure Category
<b>TIER ZERO (FUNDED OR CONSTRUCTED PROJECTS)</b>				
T0-1 RH Gallery Funded Improvements	Washington Street	Washington Street at Pedroni Street (Intersection)	<ul style="list-style-type: none"> <li>Sidewalk replacement on west side of street</li> <li>Enhanced crosswalk on north leg</li> </ul>	Sidewalk Crossing treatments
			<ul style="list-style-type: none"> <li>Bus stop relocation on west side of street to new marked crosswalk at Pedroni Street</li> </ul>	Crossing treatments
T0-2 Washington / Webber Intersection Improvements	Washington Street	Washington Street at Webber Avenue (Intersection)	<ul style="list-style-type: none"> <li>Sidewalk along west side of street south of intersection</li> </ul>	Sidewalk
			<ul style="list-style-type: none"> <li>High visibility crosswalk with in-roadway signs on south leg and directional ramps</li> </ul>	Crossing treatments ADA ramps
T0-3 Finnell Road Improvements	Finnell Road	Vista Drive to Heritage Way	<ul style="list-style-type: none"> <li>Sidewalk along south side of street</li> </ul>	Sidewalks
		Heritage Way to Yount Street	<ul style="list-style-type: none"> <li>Class II bike lanes on both sides of street</li> </ul>	Bicycle treatments
		Finnell Road at Heritage Way (Intersection)	<ul style="list-style-type: none"> <li>Marked uncontrolled crosswalk on west leg with MUTCD signage</li> </ul>	Crossing treatments
		Finnell Road at Vista Drive (Intersection)	<ul style="list-style-type: none"> <li>Marked crosswalk on Finnell legs</li> </ul>	Crossing treatments
		At Town Limits	<ul style="list-style-type: none"> <li>Installation of speed bump</li> </ul>	Traffic Calming
T0-4 Yountville Park Improvements	Yountville Park	Yountville Park	<ul style="list-style-type: none"> <li>Accessibility upgrades</li> </ul>	ADA
T0-5 Yountville Crossroads	Yountville Cross Road	Yount Street to Stags View Lane	<ul style="list-style-type: none"> <li>Sidewalk and sharrow markings</li> </ul>	Sidewalks
			<b>Walk Audit Recommendations</b>	Pathway



YOUNTVILLE PEDESTRIAN IMPROVEMENT LIST				
ID	Roadway	Limits or Intersection	Potential Pedestrian Enhancements	Infrastructure Category
Complete Streets Project (No. 54 on Constrained CTP Project List)			<ul style="list-style-type: none"><li>Wayfinding study to assess feasibility of pavement marking and/or signage options to designate existing bike lanes as striped multi-use shoulder</li></ul>	
T0-6 Vine Trail Improvements	Townwide		Walk Audit Recommendations	
		Washington Street at Madison Street (Intersection)	<ul style="list-style-type: none"><li>Vine Trail wayfinding at trail exit on Madison Street</li></ul>	Wayfinding
		California Drive at Hwy 29 northbound ramps	<ul style="list-style-type: none"><li>Vine Trail wayfinding</li></ul>	Wayfinding
		Washington Street at Webber Avenue (Intersection)	<ul style="list-style-type: none"><li>Marked crosswalk on west leg</li><li>Vine Trail wayfinding at trail connection to Webber Avenue</li></ul>	Crossing treatments Wayfinding
T0-7 Townwide Crosswalk Signage	Townwide	Townwide	Walk Audit Recommendations	Crossing treatments
			<ul style="list-style-type: none"><li>In-roadway signs at uncontrolled locations changed to “Yield to Pedestrians” instead of “Stop for Pedestrians”</li></ul>	
TIER ONE PROJECTS				
Y-1 Washington Park ADA Improvements(No. 53 on Constrained CTP Project List)	Washington Park Subdivision	Yountville Cross Road to Forrester Lane	<ul style="list-style-type: none"><li>Improve paved shoulders to be more accessible for pedestrians</li></ul>	ADA
Y-2 Yountville Park Improvements	Washington Street	Washington Street at Lincoln Avenue (Intersection)	<p>Near Term:</p> <ul style="list-style-type: none"><li>Relocated stop sign control from Lincoln Avenue to southbound Washington Street with northbound left turn lane and striping to square up intersection</li><li>Marked crosswalk across Washington Street</li></ul> <p>Long Term:</p> <ul style="list-style-type: none"><li>Feasibility assessment for curb extensions to formalize intersection “T” or roundabout</li></ul>	Traffic Calming Crossing Treatments

YOUNTVILLE PEDESTRIAN IMPROVEMENT LIST				
ID	Roadway	Limits or Intersection	Potential Pedestrian Enhancements	Infrastructure Category
Y-3 Washington Intersection Improvements	Washington Street	Humboldt Street at Washington Street (Intersection)	<ul style="list-style-type: none"><li>Striped bus platform on west side of street to visually narrow roadway and channelize vehicles</li></ul>	Traffic Calming
		Washington Street at Yount Street (Intersection)	<ul style="list-style-type: none"><li>Review for potential pedestrian enhancements</li></ul>	Crossing treatments
		Washington Street at Mulberry Street (Intersection)	<ul style="list-style-type: none"><li>Stamped crosswalk within west leg marked crosswalk</li></ul>	Crossing treatments
		Washington Street at Oak Circle (Intersection)	<ul style="list-style-type: none"><li>Review for potential pedestrian enhancements</li></ul>	Crossing treatments
TIER TWO PROJECTS				
Y-4 Business Frontage Improvements <sup>1</sup>	Washington Street	Washington Street at Creek Street (Intersection)	<ul style="list-style-type: none"><li>Enhanced marked crosswalk across Washington Street on south leg of intersection to be coordinated with potential future French Laundry garden development</li></ul>	Crossing treatments
		Humboldt Street to Buchon Bakery	<ul style="list-style-type: none"><li>Review for potential pedestrian enhancements</li></ul>	Crossing treatments
		Hope and Grace Winery	<ul style="list-style-type: none"><li>Review for potential pedestrian enhancements</li></ul>	Wayfinding
		Vintage Estate Parking Access at Washington Street (Intersection)	<ul style="list-style-type: none"><li>Review for potential pedestrian enhancements</li></ul>	Crossing treatments
		Ranch Market Too	<ul style="list-style-type: none"><li>Review for potential pedestrian enhancements</li></ul>	Crossing treatments
Y-5 Finnell Road Intersection Improvements	Finnell Road	Finnell Road at Yount Street (Intersection)	<ul style="list-style-type: none"><li>Review for potential pedestrian enhancements</li></ul>	Crossing treatments
		Yountville Town Hall	<ul style="list-style-type: none"><li>Review for potential pedestrian enhancements</li></ul>	Crossing treatments
		Finnell Road at Vista Drive (Intersection)	<ul style="list-style-type: none"><li>Review for potential pedestrian enhancements</li></ul>	Crossing treatments
Y-6 Madison Street Wayfinding	Madison Street	Washington Street to Yount Street	<ul style="list-style-type: none"><li>Wayfinding study to assess pavement marking and/or signage options to designate existing bike lane as multi-use striped shoulder on north side of street</li></ul>	Pathway

Note: Tier One improvements are intended to be implemented within 5 years, and Tier Two within 7-15, or opportunistically.

1. Elements of these improvements are located on private property and would be completed by business owners rather than the Town.



Based on feedback from NVTAC, improvements were evaluated based on the criteria below using a binary approach for ranking. Each improvement was ranked first based on the number of criteria it met, and second according to whether or not it had local support. Results are shown in the final table below.

PRIORITIZATION CRITERIA	
Criterion	Data Set / Metric
Local support	<ul style="list-style-type: none"> <li>• CTP Project</li> <li>• Critical location identified by staff / public</li> </ul>
Safety	<ul style="list-style-type: none"> <li>• Collision “Hot Spot” Location</li> <li>• Highway Interchange Location</li> <li>• Traffic Calming</li> </ul>
Transit	<ul style="list-style-type: none"> <li>• Within ½ mile of a transit stop</li> <li>• Within a ¼ mile of a transit stop</li> </ul>
Connection	<ul style="list-style-type: none"> <li>• Sidewalk gap closure</li> <li>• Trail connection</li> </ul>
Schools	<ul style="list-style-type: none"> <li>• Within ½ mile of a school</li> <li>• Within ¼ mile of a school</li> </ul>
Cost	<ul style="list-style-type: none"> <li>• Low Cost Level (Signing and Striping)</li> </ul>

EVALUATION RESULTS									
Project	Local support	Safety	Transit		Connection	Schools		Low Cost	Number of Criteria Met
			Half Mile	Quarter Mile		Half Mile	Quarter Mile		
TIER ONE									
Y-1	✓		✓	✓	✓	✓	✓		6
Y-2	✓	✓	✓	✓		✓		✓	6
Y-3	✓	✓	✓	✓		✓	✓		6
TIER TWO									
Y-4			✓	✓		✓	✓		4
Y-5	✓		✓	✓		✓	✓		5
Y-6			✓	✓	✓	✓		✓	5



# Appendix Y-D: Cost Estimates

YOUNTVILLE TIER ONE PROJECT COST ESTIMATES			
Project ID	Project Name	Project Elements	Cost <sup>1</sup>
Y-1	Washington Park ADA Improvement Project (No. 53 CTP Project)	Accessibility improvements to paved shoulders	\$850,000 <sup>2</sup>
Total: \$850,000			
Y-2	Yountville Park Improvements	Near Term	
		Restriping and sign relocations	\$4,200
		2 painted curb extensions	\$10,500
		Decorative crosswalk removal (includes curb ramps)	\$28,200
		New decorative crosswalk (includes curb ramps)	\$22,400
		Long Term	
		Intersection feasibility study (including roundabout)	\$50,000 <sup>3</sup>
Total Near Term: \$65,300			
Total Long Term: \$115,300			
Y-3	Washington Intersection Improvements	Striped bus platform	\$1,400
		Feasibility study for pedestrian improvements	\$15,000 <sup>4</sup>
		Crosswalk pavers	\$8,600
Total: \$25,000			

<sup>1</sup> Cost includes contingencies for traffic control (5%), construction management (10%), mobilization (5%), contingency (20%), design (15%) and environmental (10%).

<sup>2</sup> Source: Napa Countywide Transportation Plan, 2015

<sup>3</sup> Includes conceptual geometric layout and operations (5+ legs)

<sup>4</sup> Includes walking audits and conceptual layout of multiple alternatives





# Appendix Y-E: Plan Adoption Resolution

*Plan Adoption Resolution will be inserted after this cover sheet*



